



**DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
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MCO 5500.14A
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MARINE CORPS ORDER 5500.14A

From: Commandant of the Marine Corps
To: Distribution List

Subj: FLIGHT LINE SECURITY (FLS) PROGRAM

Ref: (a) MCO 5510.15A
(b) MCO P5320.5E
(c) OPNAVINST 5530.14B
(d) MCO 5500.13A
(e) MCO 3574.2G
(f) MCO 5500.6F

Encl: (1) Security Forces
(2) Aircraft Surveillance
(3) Access Control
(4) Employment of Barriers
(5) Threat Conditions

1. Purpose. To revise policy and procedures regarding the FLS program at Marine Corps installations. Significant changes include:

a. Using units are no longer responsible for access badge accountability (paragraph 5.a.(5)).

b. Headquarters, U. S. Marine Corps (POS-16) must be notified of planned construction within flight line restricted areas (paragraph 5.b.(10)).

c. Equipment used by security personnel is at the discretion of the provost marshal (enclosure (1)).

d. Parking on and adjacent to the flight line is at the installation commander's discretion (enclosure (3)).

e. Access badge is the Armed Forces Identification Card (enclosure (3)).

f. Manning of entry control points is based on the local threat assessment (enclosure (5)).

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distribution is unlimited.

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2. Cancellation. MCO 5500.14.

3. Background

a. Reference (a):

(1) Provides commanders the authority to protect property and/or places under their command.

(2) Assigns commanders responsibility for the protection and security of DoD aircraft and aviation facilities.

b. World events and changes in force structure dictate that installation commanders be able to respond as needed to a local threat.

4. Program Concept

a. The FLS program is designed to enhance the security of the flight line area through a systematic employment of personnel and equipment.

b. Security priorities are assigned based on the vulnerability assessment/threat and assets being protected.

c. The installation provost marshal serves as the primary staff officer for all FLS matters.

d. At a minimum, all FLS Programs will encompass those aspects outlined in enclosures (1) through (5).

5. Action

a. Commanding Generals, Marine Aircraft Wings (MAW) will:

(1) Assign personnel and provide equipment to support the FLS program per reference (b) and enclosure (1).

(2) Coordinate with the installation commander (provost marshal) for the return of MAW personnel and equipment to support deploying units.

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(3) Coordinate establishment of aircraft parking plans for approval by the installation commander per enclosure (2).

(4) Coordinate the designation of restricted areas with the installation commander (provost marshal) per reference (c).

(5) Appoint, in writing, an officer to act as the unit access control authority for restricted area access of personnel within the command.

(6) Ensure that command security programs are integrated into the overall installation physical security plan and support the FLS program.

(7) Comply with the provisions of this Order and all references noted herein.

b. The Installation Commander will:

(1) Review the plans for and approve establishment of MAW aircraft parking areas.

(2) Designate vehicle parking and restricted areas on or adjacent to the flight line per enclosure (3).

(3) Provide equipment and facilities to support FLS operations using enclosures (1) and (4).

(4) Establish policy on the use of taxiways and runways by security/safety personnel.

(5) Approve the designation of Entry Control Points (ECPs) for the flight line restricted area.

(6) Establish personnel and vehicle access control for the flight line restricted area per reference (c) and enclosure (3).

(7) Procure, install, and maintain physical barriers, fencing, lighting, etc., to deter, detect, delay, or deny the entry of unauthorized persons to the flight line and aircraft parking areas.

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(8) Address FLS issues at meetings of the Physical Security Council established by references (c) and (d).

(9) Incorporate FLS issues into the Installation Physical Security Plan required by reference (c).

(10) Notify CMC (POS-16) in a timely manner when flight line construction is planned that will require modifications to existing Intrusion Detection Systems (IDS) and access control systems.

(11) Comply with the provisions of this Order and all references noted herein.

c. The Provost Marshal will:

(1) Direct the FLS Program and security of the database which allows flight line access, ensuring that it is integrated into and supports the overall installation physical security plan required by reference (c).

(2) Issue restricted area access badges (non-DoD ID).

(3) Publish an SOP for FLS operations per the provisions of this Order.

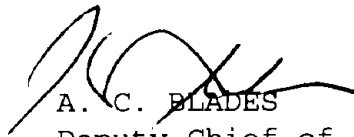
(4) Provide for the constant surveillance of restricted areas to include coordination with tenant commands for augmentation forces as required (see enclosures (2) and (5)).

(5) Ensure that personnel are properly trained and equipped per references (e) and (f) and enclosure (1).

(6) Conduct annual physical security surveys on flight line restricted areas per reference (c).

(7) Comply with the provisions of this Order and all references noted herein.

6. Reserve Applicability. This Order is applicable to the Marine Corps Reserve when assigned to a Marine Corps Air Station or Air Facility.



A. C. BLADES
Deputy Chief of Staff
for Plans, Policies and Operations

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SECURITY FORCES

1. Flight line security duties such as control of entry points, patrol, surveillance, and emergency response will normally be performed by military police under the operational control of the installation provost marshal.

2. Assignment. All military policemen (MOS 58XX) assigned to MAW units will be reassigned to the provost marshal's office under the provision of the Fleet Assistance Program (FAP).

a. Provides centralized management of security personnel.

b. Ensures that the FLS program is integrated into the overall installation physical security plan.

c. Increases proficiency of military police by providing coordinated training and career development.

d. References (b) and (c) will be used to determine manpower requirements.

3. Training. Military police must be properly trained and equipped to perform their assigned duties.

a. Personnel performing flight line security duties will qualify with their T/O weapon per reference (e).

b. Personnel will be provided specific training on the safe handling of weapons and the use of deadly force as prescribed by reference (f).

b. Nonmilitary police personnel augmenting the flight line security program will be screened and trained by the provost marshal prior to assignment as part of the security force.

4. Equipment

a. Tactical and commercial vehicles will be provided to security personnel. Vehicles will conform to standards outlined in chapter 12 of reference (c).

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b. The use of gas masks, body armor, and other personal protective gear will be left to the discretion of the provost marshal. The normal uniform for personnel performing FLS duties will be the utility uniform.

c. ECPs will be equipped with gates, gate houses, areas for processing personnel/vehicles into restricted areas, communications equipment (radio and telephone), and security lighting.

5. Employment/Deployment

a. All FLS programs will include provisions for a reaction force to augment routine patrols/posts during security breaches and emergency situations. Reaction force personnel may be incorporated into the regular watch schedule to permit rotation of personnel.

b. Deployment of military police personnel to support tactical exercises and Marine Air Ground Task Force training will be determined by the location of the mission and the availability of other security forces within the Marine Air Ground Task Force. The deployment of MAW units does not negate the responsibility to maintain a FLS program in support of MAW elements remaining in garrison.

6. Additional guidance on employing and equipping security force personnel is contained in reference (c).

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AIRCRAFT PARKING AREA PLANNING

1. Planning Considerations. Commanders of Marine Aircraft Wings (MAW), in conjunction with the installation commander, will develop aircraft parking plans which include dedicated aircraft parking areas. Plans will provide for the following:

a. The number of aircraft parking areas should be limited and consolidated with, or located adjacent to, other support assets within the flight line restricted area.

b. When modification of aircraft parking areas is necessary, the provost marshal will be notified so that physical security requirements may be coordinated prior to modification.

c. Aircraft parking areas should be clearly marked.

d. When determining location, consideration should be given to proximity to public areas, avenues of approach, and response routes for use by security force personnel.

2. Surveillance

a. Each aircraft parking area must be provided surveillance.

b. Under normal threat conditions, unit operations and maintenance personnel may fulfill the requirement for surveillance. Each individual is responsible to actively participate in the security of aviation assets. Aviation personnel can assist security personnel by reporting any condition that threatens security.

c. After normal operating hours, appropriate security personnel will be assigned so that each aircraft parking area receives patrol and surveillance per references (c) and (d).

d. The use of electronic surveillance equipment is encouraged as a means of augmenting security forces. It will not be used as the sole means of surveillance. While the use of such equipment may reduce manpower requirements, the need for security personnel to provide a response force remains valid.

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RESTRICTED AREA ACCESS

1. Restricted Areas. The installation commander is responsible for designating restricted areas. When such authority is further delegated to tenant commands, those commanders are responsible for ensuring that the provost marshal is apprised of all designated restricted areas. Restricted areas will be posted per references (c) and (d).

2. Entry to Restricted Areas. Access control for flight line restricted areas is required to prevent the unauthorized entry of personnel and vehicular traffic. Specific measures must be developed to provide appropriate access control during periods of increased threat. The following standards apply to all flight line restricted areas:

a. Entry to the flight line restricted area will be authorized only at designated ECPs (pedestrian or vehicle) which are manned by security force personnel or controlled by an Automated Entry Control System (AECS) commensurate with the local threat (see enclosure (5)).

b. Badges

(1) Each AECS will use a photobadge system for identification purposes.

(a) Armed Forces Identification Cards (DD FORM 2) will be used as access badges.

(b) Local badges may be produced and issued to those who require access and do not possess DD FORM 2.

1 The only authorized access card format is supplied by CMC (Code POS-16).

2 Commands are authorized to tailor local badges to meet local security requirements (e.g., color coded stickers, numerical code stickers, etc.).

(2) The following general guidelines are furnished

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regarding administration of the badge system:

(a) Badges may be either permanent or temporary and will be subject to stringent security and control to minimize misuse. After initial issue, the provost marshal will stock sufficient quantities to support installation requirements.

(b) Badges will be worn so that the photograph and identification information are visible at all times. Squadron commanders may establish policy to permit temporary placement of flight line badges in the pocket, or prescribe the wearing of the badge on a safety chain around the neck to reduce the chances of foreign object damage. The badge must remain in the custody of the individual at all times while inside the restricted area. Badges will not be displayed when outside the restricted area.

(c) Non-DoD ID badges that are considered permanent will be returned to the provost marshal's office upon transfer or termination of duties by that individual. There is no requirement to maintain records on temporary cards. The expiration date of the card will automatically delete the access authorization from the database. A record (logbook or computer file) will be kept concerning local permanent card issue/recovery and all access card losses. This record will be maintained for three years.

(d) Personnel not authorized access will be escorted to the unit by designated personnel. Dependents may be admitted to conduct official business upon presentation of a valid Dependent's Identification Card ([DD FORM 1172](#)) if the sponsoring unit provides an escort. Visitors will not be granted unescorted access to the restricted area.

(e) The installation provost marshal, upon recommendation of the responsible commander, may waive access control measures during special events (ceremonies, air shows, etc.) provided that additional security measures are taken during the event.

(f) Contractors and delivery personnel may be authorized access by the provost marshal on a case by case basis.

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Each company will submit a roster, updated quarterly, that identifies personnel who require flight line access to conduct business. Paragraph 2.b. of this enclosure applies for procedures.

c. Access

(1) Immediate access will be granted to all emergency vehicles responding to locations within the restricted area. Emergency vehicles are ambulances, fire trucks, military police vehicles, crash trucks, and explosive ordnance disposal vehicles. Such vehicles should not be impeded, and security personnel will render assistance as required.

(2) Government vehicles authorized within aircraft parking areas will be clearly marked. The manner of marking will be coordinated with security personnel. After normal operating hours, personnel will contact the military police desk sergeant to advise of any requirement to move government vehicles within aircraft parking areas.

(3) Tenant commanders at the squadron level and higher will appoint in writing an access control officer who will:

(a) Submit to the provost marshal a roster listing those individuals: (1) authorized access to that unit's area and, (2) requiring a locally issued restricted area access badge. This roster will be submitted the first month of each quarter.

(b) Report to the provost marshal all losses of both DD FORM 2 and non-DoD identification cards. Reporting must be done immediately so that the database can be modified to deny access to that particular card.

3. Privately Owned Vehicle (POV) Parking. Installation commanders, acting on the advice of the provost marshal, may designate parking areas in and around restricted areas as dictated by the local threat condition and operational necessity. An accountability system will be devised locally to track all POV's given access. POV parking within a restricted area will not require a waiver or an exception provided that an accurate accountability system is utilized.

ENCLOSURE (3)

EMPLOYMENT OF BARRIERS

1. Barriers:

- a. Define the limits of the flight line restricted area.
- b. Enhance access control efforts by channeling personnel and vehicles into entry control points.
- c. Act as visible deterrents to would-be violators.
- d. Afford security force personnel the necessary time to dispatch reaction forces.
- e. Can be either natural or manmade.

2. Installation commanders will:

- a. Ensure all flight line restricted areas use an integrated barrier system tailored to meet the unique characteristics of the site.
- b. Ensure the following minimum standards apply and conform to the provisions of reference (c):
 - (1) Flight lines, hangars, and similar restricted areas will be equipped with security fencing and lighting.
 - (2) Restricted areas where aviation safety precludes fencing will be protected by IDS.
- c. As needed, use temporary barriers during increased threat, or pending installation of fencing, IDS, or other permanent equipment.

3. The installation provost marshal will:

- a. Make recommendations concerning the location and types of barriers to be employed.
- b. Review plans for the acquisition/construction of barriers

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by tenant organizations (i.e., work requests, budget items, purchase orders, etc.) to ensure compatibility with security systems aboard the installation.

c. Approve emplacement/removal of barriers.

d. Ensure security force personnel inspect barriers at least monthly for good repair and to verify operability. Problems will be documented/reported to the appropriate activity for corrective action.

ENCLOSURE (4)

THREAT CONDITIONS

COMMANDERS MUST BE COGNIZANT OF EVEN SUBTLE CHANGES TO LOCAL THREAT CONDITIONS. ACCORDINGLY, THEY ARE BEST SUITED TO APPLY THE APPROPRIATE PRECAUTIONS COMMENSURATE WITH THE EXISTING THREAT.

IN CONJUNCTION WITH THE THREATCON PROCEDURES OUTLINED IN REFERENCE (C), THE FOLLOWING MEASURES MUST BE IMPLEMENTED TO COINCIDE WITH THE APPLICABLE THREATCON:

CONDITION	AECS	ID LEVEL			ESSENTIAL	ECPs MANNED	
	ACTIVATED	SWIPE	PIN	PHOTO	USE ONLY	AECS	
					VEHICLES	OP	INOP
NORMAL	O	O	O	O	O	O	O
ALPHA	X	X	O	O	X	O	X
BRAVO	X	X	X	O	X	O	X
CHARLIE	X	X	X	X	X	O	X
DELTA	X	X	X	X	X	X	X

O = OPTIONAL
X = REQUIRED

ENCLOSURE (5)